

Montana and the Sky

Vol. 39, No. 1

MONTANA AERONAUTICS DIVISION

January 1988

Aircraft Registration Progresses

The 1988 aircraft registration is progressing well with over 700 Montana aircraft registered as of the first of January. Registration fees of \$64,680 had been collected on those registrations.

Since passage of Montana law 67-3-201, aircraft owners no longer need to deal with county assessors and treasurers but pay the new fee in lieu of tax directly to the Aeronautics Division. The Division will reimburse the counties for 90% of the fees collected, keeping 10% for administration and enforcement of the law.

Registration is mandatory. Registration deadline is **March 1** of each year. **WHEN AN AIRCRAFT REQUIRED TO BE REGISTERED IS NOT REGISTERED ON OR BEFORE MARCH 1, A PENALTY OF FIVE TIMES THE ANNUAL REGISTRATION FEE MUST BE ADDED TO THE REGISTRATION FEE.** The law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration . . . commits a misdemeanor."

The fee schedule is published on page 3. Questions on registration should be directed to Ray Austin, Supervisor of Safety and Compliance, Montana Aeronautics Division, Box 5178, Helena 59604, phone 406-444-2506.



1988 CONFERENCE DEADLINES NEAR

Tickets for the Saturday evening banquet at the 1988 Conference are going fast, and it is important that registrations be sent in as soon as possible. Speakers for the banquet will be the Voyager team of Dick Rutan and Jeana Yeager.



Remember that **NO TICKETS FOR THE SATURDAY EVENING BANQUET WILL BE SOLD AFTER FEBRUARY 15 OR AT THE CONFERENCE. AFTER FEBRUARY 1, BANQUET TICKETS WILL BE OFFERED TO THE GENERAL PUBLIC AT \$30 EACH.**

Dan Todd, Vice President for Government and Technical Affairs, AOPA, will be the featured speaker for the kick-off luncheon on Thursday. Todd will also present some AOPA presidential awards in special recognition of Montanans who have contributed to the betterment of aviation in the state.

The Saturday luncheon will feature Dr. Jerald Cockrell, Director of Safety,

MARKAIR, Anchorage, Alaska. This luncheon will also include presentation of special awards given by Montana aviation organizations to outstanding members.

Exhibitors from all parts of the U.S. have reserved space for the industry trade show held in conjunction with the Conference. The trade show will be open for the first time during the coffee break on Thursday morning. Coffee breaks and a Friday evening hospitality hour will be held in the exhibit area. In addition, a free luncheon on Friday will be held in the exhibit area.

The Ag Operators Seminar will be held in conjunction with the Conference again this year as will the Aircraft Mechanics Refresher Seminar sponsored by the Division.

Concurrent sessions are being arranged with such topics as trends in avionics, TCAs and flight following, search and rescue, survival, fueling safety, Montana weather, skydiving, soaring, aviation medicine, airline pilot/flight crew careers, aviation history, flight instruction, flying in Canada, mountain flying, camping by air, performance techniques, air ambulance, airport maintenance, and national aviation issues. In addition, business and/or board meetings have been scheduled for the various aviation organizations.

The FAA will hold an "Availability Session," conducted by the director and/or deputy director of the Northwest Mountain Region along with local managers. Kick-off speaker for this session will be Robert L. Donahue, Associate Administrator for Airports, FAA, Washington, D.C.

Meal tickets must be purchased 24 hours in advance. Those wishing to attend the

Continued on Page 7

Administrator's Column

Flight Delays/ATC Staffing Shortages Could Be a Media Misconception. According to recent DOT news releases, it appears that maybe all the media's hysteria over how bad the airline flight delays are and attributing it to the desperate shortage of air traffic controllers may be a bit of journalistic overkill. The FAA reports that "the first 42 weeks of this year, more than 90 percent of the air traffic controllers and supervisors either worked no overtime or less than four hours of overtime a week. Controllers at the nation's busiest facilities averaged one hour and five minutes of overtime per week during the first ten months of 1987. Moreover, only seven percent worked a full day of overtime in any two-week period, even during the busy summer months." Additionally, it was reported that flight delays for the past five months have declined 30 percent from the same period in 1986. Who's correct? The media or the DOT/FAA??? I'm inclined to go with the DOT/FAA.

* * * * *

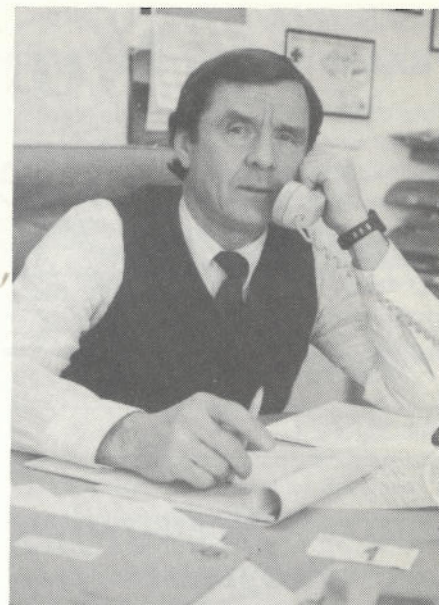
Congress (Not FAA) Mandates Mode C Transponders. Last month Congress passed the Aviation Reauthorization Bill which continues the Airport Improvement Program (AIP). The legislation also contains a provision which requires that Mode C transponders be installed in all aircraft within three years if they operate at airports with FAA radar control. FAA will be able to grant exemptions in some areas other than terminal control areas and airport radar service areas. This means that compliance is mandated by statute rather than by FAA rulemaking action which could cause serious problems if certification and production of required equipment is delayed by technical problems. If you remember, this is essentially the same as the ELT issue which Congress also mandated back in the early 1970s.

* * * * *

Ron Litton. I was deeply saddened over the skydiving accident which took the life of Ron Litton while participating in a skydiving meet in Zephyrhills, Florida. Ron was a well-known and respected Montana pilot who for many years flew as a captain for Frontier Airlines and maybe even better known as a skilled aerobatic performer. Ron was an active member and officer in the Montana Antique Aircraft Association and, although I've known Ron for many years, it was through this association that I really got to know him for his burning enthusiasm and love of aviation. On behalf of the Aeronautics Division and Board and the entire Montana aviation community, I extend our sincere condolences to Ron's family. Although I've quoted this before of fallen airmen, I feel it especially appropriate for Ron Litton because of his deep commitment and involvement in the jungle missionary movement: we, as fellow flyers, know that Ron has merely "Put out his hand, and touched the face of God!"

* * * * *

1988. In closing, on behalf of the Aeronautics Division and Board, I'd like to take this opportunity to wish you a SAFE, HEALTHY, AND PROSPEROUS NEW YEAR.



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BOARD TO HOLD MEETING/LISTENING SESSION

The regular meeting of the Aeronautics Board will be held during the Montana Aviation Conference in February. The Board will combine this meeting with a listening session.

The meeting/listening session will be held at 8:30 a.m. on Friday, February 19, during the Conference at the Plaza Holiday Inn in Billings.

The Board invites Conference participants to attend the meeting and to initiate discussion on issues and concerns of the aviation community in Montana.

While all Board meetings are open to the public, it is seldom that those concerned have the time to attend meetings in Helena. The Conference in Billings should be a good opportunity to bring concerns before the entire Board.

FIRC TO BE HELD IN HELENA

The annual Flight Instructor Refresher Clinic sponsored by the Montana Aeronautics Division will be held February 26-28, 1988, at the Coach House East in Helena.

Teaching the seminar this year will be Greg Gorak of Gaits Teaching Seminars out of Milwaukee, Wisconsin.

The Clinic meets FAA renewal requirements for CFI and Chief CFI.

Registration will be from 2:30 p.m. to 4:00 p.m. on February 26 with the session beginning at 4:00 p.m. Friday's session runs until 10:00 p.m. The Saturday and Sunday sessions will be from 8:00 a.m. until 6:00 p.m.

The Aeronautics Division will pay one-quarter of the total tuition cost for each of fifty CFIs selected. CFI participants will be responsible for the remainder of the tuition or \$75 each.

Application forms have been mailed to those Montana pilots who indicated on their pilot registration that they are instructors. If you did not receive a form and wish to attend the Clinic, please call the Division office at 444-2506, or check with your local FBO. Forms were also mailed to state FBOs.

Send In Beacon Survey Forms

Airway visual night navigation beacon survey forms were sent to all Montana pilots along with pilot registration cards in mid-December. Forms were also mailed to Montana FBOs and to airlines flying in the state.

The surveys are being done as a part of an in-depth cost/benefit review of the beacon system.

It is important for the Board and Division to know how you feel about the program. Send in your form as soon as possible if you have not already done so. If you did not receive a survey form, you can obtain one at your local FBO or by calling the Division office.

Northwest Airlink Announces Route Expansion

Northwest Airlink has announced expansion of its three-state route system effective January 6, 1988. New daily flights serving Glacier Park International Airport will link the Kalispell area with Airlink's system hubs at Billings and Spokane.

Northwest Airlink's new services will include three daily (operated six or seven days per week) Kalispell-Spokane nonstop round-trip flights. Additionally, Airlink will provide four daily roundtrip flights linking Kalispell and Billings, with each flight making one intermediate stop at either Bozeman, Helena, or Great Falls.

Beyond linking the Kalispell area with Billings and Spokane, Northwest Airlink's flights will offer new daily roundtrip intrastate services between Great Falls and Kalispell, Helena and Kalispell, and Bozeman and Kalispell. Additionally, the cities in Northwest Airlink's eastern Montana/western North Dakota route system will gain one-carrier access to Kalispell via on-line connections at Billings.

Northwest Airlink will inaugurate services at Glacier Park International Airport with its 16-passenger Fairchild Metroliner aircraft.

With the addition of Kalispell to the Northwest Airlink system, the airline will serve a total of 17 cities—14 in Montana, 2 in North Dakota, and 1 in Washington.

CALENDAR

Feb. 17-21—1988 Montana Aviation Conference, Billings.

Feb. 18-20—Aviation Mechanics Refresher Seminar, Billings.

Feb. 19—Aeronautics Board Meeting/Listening Session, Aviation Conference, Billings.

Feb. 26-28—Flight Instructor Refresher Clinic, Helena.

June 13-July 1—Aviation/Aerospace Teacher Workshops.

July 9-10—Billings Air Show featuring the Blue Angels.

July 22-24—Family Fly-In Expo, West Yellowstone.

July 29-Aug. 5—EAA Convention, Oshkosh, Wisconsin.

Sept. 16-18—Mountain Search Pilot Clinic, Kalispell.

Oct. 7-9—Montana Flying Farmers Convention, Glasgow.

Important Deadline: Aircraft registration is due NO LATER than March 1. The law will be strictly enforced, and the penalty is severe—five times the fee plus the fee.

NOTAMS ON STATE-OWNED AIRPORTS

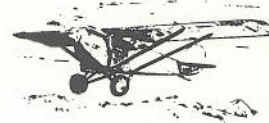
The following information has been provided to the FAA as a Notice to Airmen (NOTAM).

1. No snow removal, check locally: Sweetgrass, Tiber Dam, Canyon Ferry, Babb, Browning, Ox Bow/Wolf Creek, East Poplar, Del Bonita, Lavina, and Ryegate.

2. Snow removal irregular, check locally: Lincoln, Rock Creek, and Dell.

3. The Yellowstone Airport is closed for the season.

Contact the Aeronautics Division office if further information is required.



All Pilots

All ELT transmissions are now reported to Search and Rescue by satellites.

Before start-up and after shut-down, tune your aircraft receiver to 121.5—your ELT may be transmitting.

TODD TO SPEAK AT KICK-OFF LUNCHEON

Dan Todd, Senior Vice President for Government and Technical Affairs for AOPA, Washington, D.C., will deliver the address at the kick-off luncheon at the 1988 Montana Aviation Conference in Billings on Thursday, February 18.

AOPA presidential awards in special recognition of Montanans who have contributed to the betterment of aviation in the state will also be presented by Todd at the luncheon.

Dan Todd is a native of New Jersey. He was educated at Princeton. He visited Montana often as he was growing up, spending summers working on Montana ranches owned by friends of his father.

Todd lived in Red Lodge in the 1950s and '60s, working for the National Science Foundation in the Beartooth Mountains and in Garrison, where he did geological analysis for Princeton.

In the 1970s, Todd moved to the East Coast where he ran a fixed base operation. He was appointed to the National Transportation Safety Board in 1975 and served on that Board for three years. He was chairman of the Safety Board in 1976 and 1977, serving under Presidents Ford and Carter.

In the late 1970s, Todd moved to Denver where he worked for Frontier Airlines until his move to Montana in the early 1980s. He lived here until assuming his present position with AOPA in the summer of 1987.

Todd is a commercial and instrument-rated pilot and a flight instructor with over 5,000 hours of flight time.

Those wishing to attend the Thursday kick-off luncheon must preregister.



YOUR SHOULDER HARNESS

IF YOU'VE GOT IT—USE IT!

Florence Kids Build Hot Air Balloons

**By: Douglas Vulcan, Physics Instructor
Florence-Carlton School**

In early December of this school year, the Florence eighth grade physical science classes built and flew hot air balloons. This is one of the many motivating activities that I picked up by attending the Aerospace Workshops for Teachers offered across Montana.

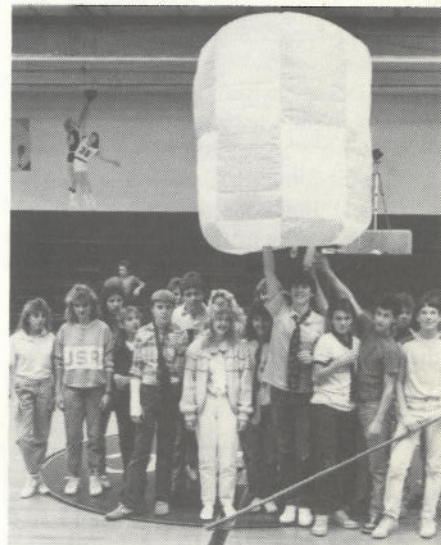
The balloons were built over three class periods and measured just over eight feet in height and five feet in diameter. We used a hot air popcorn popper to supply the hot air needed to provide lift.

While testing the balloons in the gym, the students learned a valuable lesson about the effects of warm ambient air on the lifting capabilities of a lighter-than-air craft. Our balloons would only rise to a certain height in the gym. The cause for this was that the air near the floor was cool, and the air toward the ceiling was warmer. The density of the air became less and less, decreasing the lift provided by the hot air inside the balloon. The balloon stopped rising when the hot air's lift equaled the weight of the balloon.

After our inside test of the balloons, we took them outside for the actual flights.

The balloons took off in great style and reached the treetops before returning to earth.

Such activities bring much excitement to my classes besides bringing my class closer to the big world of aviation.



Time for a test flight in the school gym.



A team of eighth graders works on construction of their hot-air balloon at Florence-Carlton School.

Board Approves Grants and Loans

By: David C. Kneeder, Chief
Airport/Airways Bureau

The November issue of *Montana and the Sky* carried an article announcing the reinstatement of our Preliminary Engineering Grant Program, designed to assist communities in preparation of plans for airport improvement work. It pointed out that ten \$1,000 grants would be available for each fiscal year of the current biennium; and, as of this writing, the grants for fiscal year 1988 have been spoken for. The Montana Aeronautics Board at its December 11 meeting approved the final seven grant requests in addition to three loan requests.

Grants to assist in the cost of master planning studies were approved for **Columbus** and **Chinook**. Those two studies are badly needed to provide the communities with some direction in solving the severe problems which exist at both airports. A similar grant was provided the community of **Townsend** to undertake a study which will provide guidance in solving building restriction line and expansion problems at the Townsend Airport.

A \$1,000 engineering grant was approved for the community of **Harlowton** to update its airport layout plan and prepare plans and specifications for widening and rehabilitating runway 8/26 in addition to rehabilitating the parking apron, taxiway, and medium intensity lighting system. A grant was also approved for Rosebud County to assist in planning for a new airport to serve the **Colstrip** area.

Also, several communities have applied for both engineering grants and airport improvement loans. Madison County has requested a grant and loan to develop the Big Sky Airport south of **Ennis** and a grant and loan to improve the **Twin Bridges** Airport. The Ennis loan is for an amount of \$150,000 for land acquisition in anticipation of an airport improvement project, and \$90,000 will be used to match an existing FAA grant at Twin Bridges.

Beaverhead County has applied for both an engineering grant and a loan of \$87,223 for use as the sponsor's matching share for improvements on the **Dillon** Airport. That work will consist of realignment and extension of runway 16/34, rehabilitation of the apron and taxiway surfaces, a new medium intensity lighting system, and installation of an approach path indicator for runway 16.

In addition to an engineering grant, Pondera County has also applied for an airport improvement loan of \$49,131 to be used with an FAA grant to rehabilitate runway 5/23 on the **Conrad** Airport. Additional work includes drainage and safety improvements and reconstruction and expansion of the apron and taxiway systems.

A joint request from the city of **Roundup** and Musselshell County has been approved for both a grant and an improvement loan of \$45,000 to be used to match an FAA improvement grant. Work at Roundup will include reconstruction of runway 6/24

together with the existing taxiway and apron, installation of an approach slope indicator for runway 24, and expansion of the apron and taxiway system.

The city of **Laurel** has applied for a loan of \$18,841 to match an FAA grant for work which included obstruction removal and safety area and taxiway construction.

With the approval of these most recent loans, the loan fund balance is \$1,065,429. As has been pointed out, the loans bear an interest rate of 7.109% and can presently be made for a maximum term of seven years.

STRAND AVIATION GETS FLIGHT SIMULATOR



Strand Aviation, Kalispell, has recently leased a new ATC-710 flight simulator which can give pilots a preview of what it's like to fly into an airport without leaving the ground. The ATC-710 can simulate instrument approaches and landings at any airport in the country. It features a complete instrument panel with fuel gauges, throttle mixture, prop control, and all the other things you'd find on a typical general aviation aircraft equipped for instrument flying. It displays readings that pilots would see as they approach a particular landing field and simulates actual instrument flight, giving read-outs for advanced navigation and approaches. The pilot can also hear controllers give clearances. The simulator has programs for several major airports now, and more will be added. Mike Strand notes that the lease of the simulator represents a considerable commitment to continued flight training at Strand Aviation. In the photo above Bill Werner, chief flight instructor for Strand Aviation, tries out the simulator.

TENTATIVE SCHEDULE MONTANA AVIATION CONFERENCE

(Please remember this is a tentative schedule—some sessions and times may yet be shifted)

WEDNESDAY, FEBRUARY 17

Evening
Ag Operators Dinner

THURSDAY, FEBRUARY 18

Morning
8:00 Ag Operators Seminar
10:00 Mechanics Seminar

Luncheon
11:30 Speaker: Dan Todd, Vice President for
Government and Technical Affairs, AOPA
Special Recognition Luncheon

Afternoon

1:30 Ag Operators Seminar	
2:30 MAMA Business Meeting	
3:30 Mechanics Seminar	
1:30- Concurrent Sessions:	
4:15 Mountain Flying	Montana Military
Fueling Safety	Activity
Flying in Canada	Flight Instruction
Montana Weather	Survival Techniques
Air Ambulance	Trends in Avionics
Medicine	Accident Prevention
Insurance	TCAs and Flight
Airport Pay	Following
Telephones	Search and Rescue

FRIDAY, FEBRUARY 19

Morning

8:00 Mechanics Seminar	
8:00 Aviation Education Symposium	
8:30 Aeronautics Board Meeting/Listening Session	
8:30- Concurrent Sessions	
11:15 Maintenance on	Search and Rescue
Small Airports	Survival Techniques
Mountain Flying	Montana Military
Aviation History	Activity
Performance Techniques	Montana Weather
Flying in Canada	Flight Instruction
National Issues	Airline Careers
TCA and Flight	Soaring
Following	
9:15 MAMA Tour of Airport Burn Pit	

Luncheon

11:30 Free to Conference Registrants
In the Exhibit Area—Door Prizes

Afternoon

1:30 FAA Availability Session keynoted by Robert L. Donahue
1:30 Flying Friends Seminar
1:30 Aviation Education Symposium
3:30 MATA Business Meeting
3:45 MAMA Meeting with Donahue
3:45- Concurrent Sessions:
4:30 Accident Prevention Skydiving
Camping by Air

Evening

4:00- Hospitality hour in exhibit area, hosted by
6:00 the exhibitors

SATURDAY, FEBRUARY 20

Morning

8:00 Mechanics Seminar	
8:00 Aviation Education Symposium	
8:00 Flying Farmers Business Meeting	
8:00 MAAA Business Meeting	
8:00 EAA Business Meeting	
9:00 MPA Business Meeting	
9:00 Aviation Program for Youngsters	
9:30- Concurrent Sessions:	
11:30 Mountain Flying	Performance
Underground Storage	Techniques
Trends in Avionics	Montana Weather
Insurance	National Issues

Luncheon

11:30 Speaker: Dr. Jerald Cockrell
Awards Luncheon

Afternoon

2:30 99s Business Meeting	
2:30- Concurrent Sessions:	
4:15 Medicine	Montana Military Activity
Soaring	Air Ambulance
Flying in Canada	Camping by Air
Airline Careers	Skydiving
Aviation History	Flight Instruction

Evening

6:00 No-Host Hospitality Hour
7:00 Banquet Speakers: Dick Rutan/Jeana Yeager,
Voyager Crew

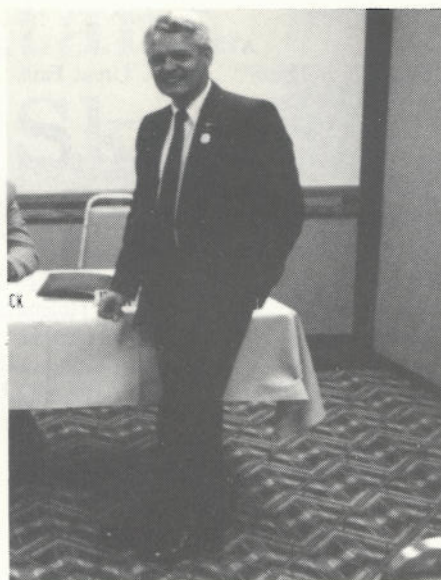
Conference - Continued...

kick-off luncheon on Thursday must preregister so that the Committee will have a meal count. Even though the Friday luncheon is free, you must register and obtain a ticket for admittance. Tickets for the hospitality hour on Friday evening will be included in your registration packet. With the exception of the Saturday evening banquet, all fees/tickets may be paid for upon arrival.

American International Car Rental of Billings has offered special rates for Conference participants. Call them at 406-252-5352.

IT IS EXTREMELY IMPORTANT TO MAKE ROOM RESERVATIONS IN BILLINGS AS SOON AS POSSIBLE as the Montana Agricultural Trade Exposition (MATE) will be held there the same weekend. Call the Holiday at 248-7701. Be sure to mention that you will be attending the Aviation Conference when you make your reservations as a block of rooms has been set aside for participants.

COCKRELL TO ADDRESS SATURDAY LUNCHEON



Featured speaker for the Saturday luncheon at the 1988 Aviation Conference will be Dr. Jerald Cockrell.

Dr. Cockrell is originally from Mississippi. He earned his Ph.D. in psychology from the University of Mississippi and has worked as a clinical psychologist.

Dr. Cockrell has an Airline Transport Certificate—DC-3 rating—and has over 9,000 hours flight time. He has worked as a flight instructor and has done charter and freight pilot flying.

In giving aviation safety programs over the years, he has spoken in every state in the Union. Dr. Cockrell gave the first flight instructor clinic in Africa and has given aviation safety programs all over the world.

Before beginning his own aviation training firm, Dr. Cockrell worked for AOPA for approximately 8 years doing flight instructor refresher clinics. He is a member of the Aviation Psychologists Association and past president of the Alaska Aviation Safety Foundation.

Dr. Cockrell is currently Director of Safety for MARKAIR, Anchorage, Alaska.

MONTANA AVIATION CONFERENCE — FEBRUARY 17 - 20, 1988

Mail to:

Montana Aviation Conference
Box 5178
Helena, MT 59604

PLEASE TYPE OR PRINT

Name(s) of Participant(s) _____
(to be printed on name tag)

Address _____

Phone _____ Organization Affiliation (for name tag) _____

PLEASE MAKE THE FOLLOWING RESERVATIONS (tickets for the Saturday evening banquet must be purchased in advance—registration fees and other meals may be reserved but paid upon arrival):

Registration fee _____ @ 25 _____ @ \$35

Thursday Luncheon _____ @ \$10

Friday Luncheon _____ FREE!!!

Saturday Luncheon _____ @ \$9

Saturday Banquet _____ @ \$25 (\$30 after February 1)

Enclosed:

Total \$ _____

Total _____

Total —0—

Total _____

Total _____

Total Enclosed \$ _____

FAA Issues Certificates

PRIVATE

James Wrobel Missoula
Daniel Stevenson Missoula
Wilford Bell Malta
Gene Fitzpatrick Helena
Rodney Samel Billings
Ralph Gailey Worden
George Whisenhunt Billings
Michael Perko Billings

MULTI-ENGINE

Steven Bell Glasgow
Wilford Bell Malta

INSTRUMENT

Larry Baier Kalispell
Andrew Daniel Billings
Dennis Bacon Bozeman

Leonard Patton Billings
Kenneth Mullikin Billings

ATP

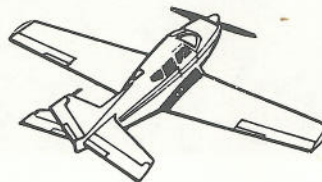
Donald Appelgren Great Falls

INSTRUCTOR

Larry Baier Kalispell
(Instrument)

INSTRUCTOR RENEW/REINSTATE

James Derr Billings
John Ortman Helena
Charles Rogers Lewistown
Orval Markle Glasgow
Leigh Aslakson Billings



SkyWest Expands Service in Montana

SkyWest Airlines has notified the Aeronautics Division that they plan to expand their Montana service from Salt Lake City into Billings, Bozeman, Butte, and Missoula on March 2. Presently, SkyWest is serving only one Montana city, West Yellowstone, during the summer months.

SkyWest is planning to utilize their newly acquired Brasilia 30-passenger aircraft in these markets.

2,000 copies of this public document were published at an estimated cost of \$.36 per copy for a total cost of \$728.40, which includes \$543.40 for printing and \$185 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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